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unts			ett: 17th etc. Sein 17th 27th	3	To the second of	*.		
	olabii 16 dic	54	CCCCCCC	First temperature strategy strategy as our con-	g iki 3 ng g 1990 - 2 ng latang kapang bahan ay bal adap kabalanan bahan na b 1995 - 2 ng g 1995 - 2 ng garang kabanan kaban kaban 1995 - 2 ng garang kaban kab	esquist of		
25X1A	.,			6	112			
70 :	DIRECTOR	- eggs-magen - opendage e de pare proportion describe vision it is also	and the second s	Automorphism commencers on a second commencer of the s	The contract of the contract o			
	Santa Se On		ROUTING INT		15			
FROM 1				A CONTROL OF THE SECOND STATE OF THE SECOND ST	 J. S. Golffeld, and S. Golffeld, and S. Golffeld, and the street of the anti-street of the street of			
ACTION:			3	PRIORITY				
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25X1A			7					
5X1A	TOR: 0248Z 16 DE	CC 64	8SA 1 - 29		IN 62864 25X1A			
то	PRIORITY	INFO		спе г				
	LW TOWI !			j L	DOSTED	1 7 A 1 A 1		
•	OXCART OPS FLTES	ST		25X1/	4 m. 6.			
	ARTICLE 129, MADE FLIGHT 79, ON 15 DEC 64.							
.7	TAKE OFF AT 1321 HOURS FOR I HOUR AND 16 MINUTES. GROSS WEIGHT 121,800							
	LBS, C.G. 20.3 PERCENT, TAKE OFF DISTANCE 7780 FT, TAKE OFF SPEED							
	215 KTS, PRESSURE ALTITUDE 4430 FT, TEMPERATURE 49 DEGREES, WIND CALM,							
	MAXIMUM SPEED 3.14 MACH, MAXIMUM ALTITUDE 78,056 FT, TIME OVER 2.0 MACH							
	THIS FLIGHT 30 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 20 MINUTES, TIME							
	OVER 3.0 MACH THIS FLIGHT, 15 MINUTES. PURPOSE: CRUISE DATA WITH 458							
	KEAS CLIMB SCHEDULE. Q BAY AND SPECIAL EQUIPMENT: INS.							
	TAKE OFF AND CLIMB ON 458 KEAS LINE WERE NORMAL. REACHED 25X1A							
	3.1 MACH. 77.000 FT AND 350 KEAS OF PURITY, IDAHO. HE HAD 41.000							
	43.000 LBS OF FUEL BUT COULD NOT REMEMBER TIME FROM TAKE OFF TO THIS							
	FOINT. A 180 DI	EGREE TERN	WAS INITIATED AT I	oillon, Monta	MAs	25X1A		
	HAD BEEN INSTRU	CTED NOT TO	D ADJUST POWER IN 1	THE TURN AND	AS RESULT LOST	5		
	6000 FEET. AS	HE LEVELED	OUT, THE LEFT ENG	WE STALLED F	OLLOWED BY			
	A OROSS INCREASE	E IN FUEL	FLOW TO 57, 2100 LBS/	HR. ALSO LE	ft engine			
	ISAF review(s) ompleted.	Participal IX	SECRET	GROUP 1 EMILLIDER FROM AL NATIC DOWNGRAD AND DESIASSIFICA	No "	no in the		
	Appro	ved For Relea	ISE 2004/05/13 : CIA-RDP8 N THE ISSUING OFFICE IS	t <mark>9B00980R000300</mark> PROHIBITED. co	060055-6 Z			

	SECPET	•
25X1	N 62864 PAGE TWO	
25X1	EGT WENT TO 940 DEGREES, AND REMAINED THERE APPROXIMATELY 10 SECONDS.	
23/1	THE EGT DID NOT COME DOWN UNTIL POWER WAS REDUCED TO ONE HALF MIL POWER.	
	THEN ABORTED TEST AND LEFT ENGINE FUEL FLOW 2	5X
	AS 10,000 LBS AT IDLE AND 4000 LBS WITH THE FNGINE SHUT DOWN. GEAP	
	XTENSION ON EMERGENCY SYSTEM WAS NORMAL AS WAS CHUTE DEPLOYMENT. THE	
	NS OPERATION APPEARED TO BE GOOD. HAD SAS RITCH A, B AND M 25	X1 <i>F</i>
	IGHTS ON INTERMITTENTLY THROUGHOUT THE FLT.	
	END OF MESSAGE	` ¥